

LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

for August 20, 2003 PLANNING COMMISSION MEETING

P.A.S.: Change of Zone 2751A
Amendment to Van Dorn Acres PUD

PROPOSAL: Amend the Van Dorn Acres R-3 Residential PUD, for 220 residential units, 33,000 square feet of commercial floor area for uses allowed in the B-1 Local business District, and the sale of alcohol within 100' of a residential district or residential use.

LOCATION: Southwest corner of 84th and Van Dorn Streets.

WAIVER REQUEST:

1. Allow the placement and use of a private sanitary ejector pump to accommodate sanitary sewer service to the commercial development area.
2. Eliminate the pedestrian easement.
3. Allow both parking stalls arranged in a tandem configuration to be considered for the purpose of satisfying parking requirements.
4. Reduce required building separation to 20'.
5. Allow the construction of a privacy fence in excess of 6'-4".

LAND AREA: The entire Van Dorn Acres PUD contains 153.8 acres, more or less.
The area within this application contains 13.2 acres, more or less.

CONCLUSION: When viewed in comparison to the approved PUD plan, this amendment increases residential density and commercial floor area. However, the approved plan covered 2/3 of the site. The proposal covers the entire site. The increased development intensity reasonably represents what could have been expected as this site developed beyond the current approval.

RECOMMENDATION:		Conditional Approval
1.	Private sanitary ejector pump to serve commercial area.	Conditional Approval
2.	Eliminate pedestrian easement.	Denial
3.	Tandem parking included in required parking.	Approval
4.	Building separation of 20'.	Denial
5.	Privacy fence in excess of 6'-4".	Conditional Approval

GENERAL INFORMATION:

LEGAL DESCRIPTION: Block 4, Outlot A, Crown Pointe Estates Addition, located in the NE 1/4 3-9-7, Lancaster County, Nebraska

EXISTING ZONING: R-3 Residential

EXISTING LAND USE: Vacant land within a residential planned unit development

SURROUNDING LAND USE AND ZONING:

North:	Apartments	R-1 Residential
South:	Church	R-3 Residential
East:	Golf course	AGR Agricultural Residential
	Office building	O-3 Office Park
West:	Single-family houses	R-3 Residential

HISTORY:

Jun 2002	Administrative Amendment #02042 approved a revision to the lot layout along a portion of South 81 st Street.
Aug 2000	Administrative Amendment #00058 approved a revision to several duplex lot layouts along East Pointe Road and South 83 rd Street.
Apr 1998	Administrative Amendment #98020 approved the addition of an irrigation well pump house in the northwest corner of the PUD.
Nov 1997	Administrative Amendment #97082 approved eliminating several lots and converting other lots from single-family to single-family/two-family lots.
Apr 1996	Administrative Amendment #96021 approved converting several lots from single-family to single-family/two-family.
Apr 1996	Administrative Amendment #96016 withdrawn.
Jul 1994	Administrative Amendment #94026 approved removing the “duplex” notation from Lots 14 through 21, Block 4 and lots 1 through 7, Block 9. These lots back onto the apartment and church properties.
Mar 1994	Administrative Amendment #94008 approved several changes and corrections to sheets 1, 3, 4, and 5.

- Feb 1994 Administrative Amendment #94001 approved several changes and corrections to sheet 1 and added sheet 2.
- Sep 1993 Final Planned Unit Development/Change of Zone 2751 approved Van Dorn Acres PUD, consisting of 232 single-family dwelling units, 118 two-family dwelling units on 85 duplex lots, and 96 apartment dwelling units in 4-24 unit buildings, for a total of 446 dwelling units.
- Mar 1993 Preliminary Planned Unit Development/Change of Zone 2751 approved Van Dorn Acres PUD for 316 single- and two-family lots, 2 multiple-family lots, 2 commercial lots, 1 school site, and 5 outlots.
- May 1979 The zoning update changed the zoning from A-1 Single-Family Dwelling to R-3 Residential.

COMPREHENSIVE PLAN SPECIFICATIONS:

The 2025 Future Land Use Plan shows this area as Urban Residential. (F 25) This project is located within the Top Priority Area. (F 27)

Urban Residential: Multi-family and single-family residential uses in areas with varying densities ranging from more than fifteen dwelling units per acre to less than one dwelling per acre. (F 27)

Top Priority Area: Areas generally within the city limits at the beginning of the planning period. There are still significant infrastructure needs within the existing city and areas currently under development. (F 29)

The Comprehensive Plan talks about density in general terms. However, the predominant theme is Lincoln should plan for future growth in ways that maximize efficient use of public facilities and minimize land consumption.

Recognizing that Lincoln is part of a larger region, the Comprehensive Plan has identified a number of **Emerging Regional Issues**, including urban growth, edge development, and community densities. These and other issues will not dictate a particular city's or county's given density, but they are indications of planning trends and development forces that will impact the collective future of the region. (F 4)

Overall Population Growth Projections suggest Lancaster County's population is assumed to reach over 363,000 persons by the year 2025 - that's nearly 113,000 people more than the County's year 2000 population base of 250,291 persons. By year 2050, the County's population is projected to reach 527,000 people, or more than 277,000 people than reside in the county today. (F 5)

The Comp Plan addresses future **Urban, Rural, and Village Growth**, stating the City of Lincoln's population will stay at about 90 percent of the County's population. This means Lincoln's population will reach beyond 327,000 persons by year 2025, and almost 475,000 persons by year 2050. (F 6) This would add approximately 42,560 dwelling units in the Lincoln urban area by year 2025, to support the additional population of 103,000 persons. (F34)

The historical **Population Density** for Lincoln has remained relatively consistent at around 3,000 persons per square mile since 1970. Certainly within the urban fabric there are variations from this norm. Areas of residential concentration near the Downtown and many of Lincoln's older neighborhoods have levels of density greater than this average. Conversely, there are locations on the urban fringe with newer neighborhoods having population densities below this level. (F 7)

While sufficient developable land is designated in the plan to accommodate an overall city-wide density comparable to the current figure, the community should strive to maximize efficiency in development. (F 7)

The **Guiding Principles for the Urban Environment** include:

Lincoln's future urban growth should generally occur in multiple directions around the existing city. Lincoln will continue to have managed and contiguous growth. Lincoln's sense of community has been based on incremental, compact growth built on the foundation of established neighborhoods. Future growth will continue this traditional pattern and be linked to both the level of demand in the market and to the orderly extension of public improvements and services. (F 17)

Maximize the community's present infrastructure investment by planning for residential and commercial development in areas with available capacity. This can be accomplished in many ways including encouraging appropriate new development on unused land in older neighborhoods, and encouraging a greater amount of commercial space per acre and more dwelling units per acre in new neighborhoods. (F 17)

Encourage mixed-use redevelopment, adaptive reuse, and in-fill development including residential, commercial and retail uses. These uses may develop along transit routes and provide residential opportunities for persons who do not want to or cannot drive an automobile. (F 18)

Many activities of daily living should occur within walking distance. Neighborhoods should include homes, stores, workplaces, schools and places to recreate. Interconnected networks of streets, trails and sidewalks should be designed to encourage walking and bicycling, reduce the number and length of automobile trips, conserve energy and for the convenience of the residents. (F 18)

The **Guiding Principles for New Neighborhoods** provides both text and graphic representations of several principles. These principles include:

6. Encourage a mix of housing types, single-family, townhomes, apartments, elderly housing all within one area.
7. Similar housing types face each other: single-family faces single-family, change to different use at rear of lot.
8. Parks and open space within walking distance of all residences.
9. Multi-family and elderly housing nearest to commercial area.
10. Pedestrian orientation; shorter block lengths, sidewalks on both sides of all roads.
11. Public uses (elementary schools, churches) as centers of neighborhood - shared facilities (city parks and school sites).

The **Transportation Planning Principles** for Lincoln and Lancaster County involve different modes of transportation to achieve the safe, efficient and convenient movement of persons and goods. The transportation system includes streets and highways, public transportation, railroads, trails, sidewalks, and airport facilities. (F 85)

The overall objectives of the transportation plan include:

Developing a balanced transportation system that meets the mobility needs of the community and supports Lincoln and Lancaster County's land use projections and plan. (F 87)

Using the existing transportation system to its best advantage. (F 87)

Increasing the use of alternative means of transportation, including public transportation, bicycle transit, and pedestrian movement, by improving and expanding facilities and services and encouraging compact, walkable land use patterns and project designs. (F 87)

Pedestrians are found throughout the community. Their needs can vary by where they are located:

Schools: While it might not be critical for the route to school to be picturesque and visually captivating, a safe and secure environment must be provided for students going to and coming from schools. Sidewalks should be direct and continuous with safe street crossings. (F 91)

Other Areas: All areas of the community should have safe, secure, and reasonably direct pedestrian connections. Activities of daily living should be available within walking distance. Neighborhoods should include homes, stores, workplaces, schools, and places to recreate. Interconnecting streets, trails, and sidewalks should be designed to encourage walking and bicycling, reduce the number and length of automobile trips, and conserve energy. (F 91)

Public Transportation is an essential component of the transportation system and should be integrated with all other transportation modes. (F 97)

Transit service reacts to the density of the City, transportation corridors and activity centers, as well as to the design of activities along those corridors and centers it serves. High travel corridors and activity centers with a mix of uses provides the demand that can effectively support higher levels of transit service. (F 97)

Effective public transportation service requires good pedestrian connections to and from transit stops, density of activities, and development designs supportive of transit riders...Productive transit service requires high density land development patterns which link residential areas to employment, retail, and service centers. Development design needs to be transit friendly providing convenient access to transit services. (F 98)

UTILITIES:

Utilities are generally available. However, the proposed sanitary sewer and water systems are private. The sanitary sewer includes a private ejector pump to serve the commercial area. The number of units raises concerns over the available downstream capacity of the Fox Hollow sanitary sewer. The private water system as shown is unsatisfactory.

TOPOGRAPHY:

The site slopes down from the north and west to the east side by approximately 25', and down to the southeast corner by approximately 15'. The commercial area is proposed for the lowest part of the site. According to the proposal, the commercial area will be located approximately 15' lower than the apartments.

TRAFFIC ANALYSIS:

This site sits at the southwest corner of South 84th and Van Dorn Streets. The Comprehensive Plan identifies South 84th Street as a Principal Arterial and Van Dorn Street as a Minor Arterial, both now and in the future. (E49, F103) "Arterials are multiple use corridors that carry large volumes of through traffic." (F 102)

Principal Arterials: This functional class of street serves the major portion of through-traffic entering and leaving the urban area and is designed to carry the highest traffic volumes. These serve intra-area traffic such as between the CBD and outlying residential areas and traffic between major inner-city communities or suburban centers. Included in this class are fully controlled access facilities and partially controlled access facilities. The principal arterial system is stratified into the following (two) subsystems:

Other Principal Arterials: This functional class of street serves the major portion of intercommunity and intracommunity traffic movement within the urban area and is designed to carry high traffic volumes. For other principal arterials, the concept of service to abutting land is subordinate to serving major traffic movements. Facilities within this classification are capable of providing direct access to adjacent land but such service is to be incidental to the primary functional responsibility of moving traffic within this system. (F 102)

Minor Arterials: This functional class serves trips of moderate length and offers a lower level of mobility than principal arterials. This class interconnects with, and augments principal arterials, distributes traffic to smaller areas, and contains streets that place some emphasis on land access. These are characterized by moderate to heavy traffic volumes. (F 103)

Additional Urban Area System Improvements include a wide range of projects for which the City has already committed funds, as well as longer term projects that do not have specifically earmarked funding. Committed Projects include improving South 84th Street to 4 lanes plus turn lanes from Montello Road to Amber Hill Road. Proposed Projects include improving Van Dorn Street to 4 lanes plus turn lanes between Normal Boulevard and 80 Street, and from 84th Street to 112th Street. (F 109, 110)

ENVIRONMENTAL CONCERNS:

This site is located in the Stevens Creek watershed. The storm water system is proposed to collect water in two detention cells located at the southern end of the site. The water will then be piped to the public storm sewer system in 84th Street. The wastewater system for the apartments is designed to gravity flow to the northwest, where it will enter the public system. The wastewater from the commercial area utilizes a private ejector pump and piping to transfer wastewater from the Steven's Creek watershed to the Antelope Creek watershed. This design requires a waiver of Design Standards.

The proposed grading and drainage plan is unsatisfactory. Additional information must be provided in order for the Public Works & Utilities Department to complete their review. In addition, detention cell #1 is shown off-site, located on property not owned by Applicant. Before the City is able to approve such a plan, the Applicant must provide written proof that they have permission to construct cell #1 by the property owner. Verbal agreement will not be accepted.

ALTERNATIVE USES:

The currently approved Planned Unit Development could be developed, which includes 96 apartment units in 4-24 unit 35' foot tall buildings, and a commercial center with approximately 10,000 square feet of floor area. This proposal could also be scaled back to fewer than 220 units and less than 33,000 square feet of floor area.

ANALYSIS:

1. This is a proposal to amend the Van Dorn Acres Planned Unit Development to increase multiple-family units from 96 to 220, and increase service commercial floor area from 10,000 square feet to 33,000 square feet. The service commercial area is proposed to include uses permitted in the B-1 Local Business District, specifically including the on- and off-sale of alcohol within 100' of a residential district or use. Waivers have been requested for a private sanitary sewer ejector pump, the elimination of a pedestrian easement, tandem parking stalls, reduction of building separation to 20', and a privacy fence in excess of 6'-4".
2. This PUD is currently approved for 96 dwelling units in 4 24-unit buildings, and 10,000 square feet of service commercial floor area in 2-5,000 square foot buildings. The approved plan shows development on 8.6 acres, with 4.8 acres left undeveloped. A copy of this site plan is attached.
3. This PUD covers 153.8 acres. Current R-3 PUD regulations will allow up to 839 dwelling units, and up to 15.4 acres of service commercial floor area.
4. This PUD was originally approved for 446 dwelling units (232 single-family, 118 two-family, and 96 multiple-family). This equates to 2.9 units per acre. The most recently approved amendment shows 422 dwelling units (228 single-family, 98 two-family, and 96 multiple-family). This equates to 2.7 units per acre. The proposal has 544 dwelling units (228 single-family, 98 two-family, and 220 multiple-family). This equates to 3.5 units per acre.
5. The approved plan is relevant to a review of this proposal. This proposal is not drawn on a blank slate. The current proposal for 96 units and 10,000 square feet of commercial area covers 8.6 acres. This leaves 4.8 acres with future development potential. The apartment units cover 5.8 acres, and have a density of 16.6 units per acre. Assuming these plans were built, and the additional land was proposed for 16.6 unit per acre, that would add another 79 units, for a total of 175 units. These would likely be clustered in several apartment buildings, leaving potential for additional service commercial area.
6. In comparison, this proposal has 220 units on 9.5 acres, or 23.2 units per acre. To accommodate the increased density, the proposal shows greater setbacks between the apartment buildings and the adjacent single-family dwellings, and Applicant agrees to provide landscaping screening beyond the required amount. The approved plan shows a 30' setback to the apartments. The proposal shows a 50' setback for one building, and setbacks between 70' and 80' for the rest.

7. An argument can be made that reducing the density in the city effectively increases the need for more units in another location, namely the edge of the city, which increases the burden for all taxpayers by creating the need to fund new infrastructure. This argument has been offered recently in support of downzoning areas of established, older neighborhoods.

The argument has application in this case as well. Since this development is located at the edge of the city, there is justification for allowing higher density in order to slow the growth and expansion of the city outward.

This area of the city is located along the Steven's Creek Ridge, which has long been a natural barrier to development. Future infrastructure improvements will allow development past this ridge, and open many more acres to development. The character of this part of Lincoln will undoubtedly change in the long term. Planning for the compatibility of development in this area should take into account future changes, realizing that this area will not remain the edge indefinitely, but will be incorporated into a larger urban fabric.

8. The increased density of this development will impact traffic in the immediate area. The Public Works & Utilities Department will allow right and left turns into and out of Rockledge Road at 84th Street. If traffic warrants support removal of left turning movements, Rockledge Road may be limited to right turns in and out only. In the near term, right and left turns will be allowed at the entrance onto Van Dorn Street. As part of the future Van Dorn Street expansion, a median will be constructed, preventing left turns into or from the site. Right turns will be allowed, as will be u-turns at the intersection of 84th and Van Dorn.

Neighbors have expressed concern over the potential for increased traffic from this proposed development traveling through the neighborhood streets due to the limitations at 84th Street and Rockledge Road. The Applicant and neighbors both favor a traffic signal at this intersection, but the City Traffic Engineer opposes a signal at this location. It is difficult to predict the distribution of future trips this site will generate. However, although traffic patterns will be affected in the near term, future improvements in 84th and Van Dorn Streets, as well as future development to the south and east, will also impact the distribution of trips.

9. In the long term, new development to the east and south will have a greater impact upon the traffic flow patterns in this area. The impacts of this development will be a small portion of the overall increases in trips along Van Dorn and 84th Streets. The City has already committed and planned for transportation improvements that will likely precede extensive development of the areas east of 84th Street.

10. Since this proposal increases the density over the approved plan, it would be reasonable to require buffering and screening beyond the minimum requirements. LMC §27.60.020(a)(2)(iv) provides “the City Council shall require such landscaping, screening, traffic access, and setbacks as are necessary to protect and enhance neighboring areas within or adjacent to the planned unit development.”

The proposal shows double the setback of the approved plan for most buildings. However, a condition that 3-story buildings be setback at least 70' and 2-story buildings be setback at least 35' is reasonable. 35' matches what is typically required for apartments, and 70' will maintain the 3-story setback as proposed. This setback will have an effect on the southern-most building in that it will have to be moved further from the property line, or be reduced to 2-stories, in which case it could be moved closer to the property line.

Additional landscaping will provide a more substantial buffer. The 17-1/2' setback to garages should be increased to at least 20' in order to provide adequate growing room for most coniferous trees. The required screening amount for the perimeter of a PUD is 50% from 6' to 15'. Although the west property line is not part of a PUD perimeter, there is justification for requiring additional landscaping here because of the difference in land uses on either side. Screening of the apartments should be provided at 100% between 6' and 15', and located between the garage buildings. The garage buildings themselves should be screened 50% between 6' and 15'.

Taking into account the proposed increases over the approval, these requirements are reasonable to protect and enhance neighboring areas to this development.

11. The sanitary sewer system plan is unsatisfactory. Additional information must be provided in order for the Public Works & Utilities Department to complete their review. Calculations need to be provided showing that the downstream sanitary sewer has available capacity to serve this development. The method of serving Building 10 with sanitary sewer needs to be shown on the utility plan.
12. The private water system as shown is unsatisfactory. Design Standards state that only one water meter is allowed per lot. The system shown indicates the need for two meters. Also, water meter locations need to be shown on the plans in an above-ground structure or in the mechanical room of a proposed building. The proposed water in Rockledge Road needs to be built as a condition of building permit approval.
13. The grading and drainage plan is unsatisfactory. Additional information must be provided in order for the Public Works & Utilities Department to complete their review. Information regarding detention cell stage/storage/discharge must be provided, detention calculations must be revised and include calculations for the 2- and 10- year

storm, and contours at 2' intervals should be shown. Emergency spillways with a clear overland flow path must be added for both detention areas. In addition, Applicant must provide written proof that they have permission to construct cell #1 off-site on property not owned by Applicant. Verbal agreement will not be accepted.

14. An internal storm sewer system must be provided showing that all drainage that is assumed to reach the detention cells has a route to get there via a storm sewer or overland flow.
15. The contours for Rockledge Road must be revised to reflect the standard 27' paving cross section. Street paving in Rockledge Road needs to be built as a condition of building permit approval.
16. A Section 404 permit from the Army Corps of Engineers may be required for filling the tributaries that drain across the site. If required, these permits must be obtained prior to grading these areas.
17. The Lincoln Electric System has required easements that must be shown. These easements may be viewed at the Planning Department.
18. The Building and Safety Department Fire Prevention Division has denied this proposal for lack of on-site fire hydrants.
19. This development is exempt from park and trail impact fees. However, the Parks and Recreation Department requires an outdoor recreation plan be submitted for review.
20. A waiver for an ejector pump shown to serve Lot 23 is satisfactory to the Public Works & Utilities Department since the sanitary sewer system is private. The note for such waiver should include a provision that the ejector pump will be maintained by the developer, and designed to discharge into the private sanitary sewer system located on-site.
21. The sidewalk between Lots 16 and 17, Block 4 Crown Pointe Estates is constructed. This sidewalk connects to a pedestrian easement on this property. There does not appear to be sufficient justification to eliminate a pedestrian connection to the existing sidewalk. This easement would serve as a valuable route for the existing residential development to access the proposed commercial area, and would provide an additional connection for apartment tenants to the public sidewalk system. This waiver should not be granted.
22. In addition to maintaining the pedestrian way easement, the proposal should include an internal sidewalk plan for pedestrian movement between buildings and connection to the public sidewalk system.

23. Tandem parking is increasingly popular with apartments. Generally, the required parking ratio for apartments is designed to provide parking for tenants as well as guests. Some recognition is given to the fact that when some tenants have guests, others will be guests elsewhere. The concept behind tandem parking is to provide a garage stall attached to the apartment, and a stall in front of the garage door. This design does raise the concern that there may be insufficient parking available for guests. Tandem stalls are generally not counted towards parking requirements.

However, §27.65.090 of the Community Unit Plan ordinance provides “the City Council may modify the parking regulations for multiple-family dwellings to allow a percentage of parking spaces located on a driveway behind a garage attached to a dwelling unit to be considered as required parking stalls for creative designs...” There does not appear to be a reason why a PUD should be treated differently on this issue. The proposal shows 457 total parking stalls, out of a required 440. There are 65 tandem stalls (just the stall in front of the garage door), which means 48 tandem stalls are being counted for required stalls. The 65 tandem stalls represent 14.2% of the total. The plan also shows 261 surface stalls, which is 57% of the total. Given the Applicant’s intention to build 1- and 2-bedroom units, these percentages suggest adequate parking for tenants and guests.

Although the Planning Department recommends approval of this waiver, it does suggest that this issue is worthy of further analysis and development of a more standardized application of tandem stalls that can address the concerns of developers and the City.

24. LMC §27.71.140 requires the open space between multiple-family buildings located on the same lot be 30' for two-story buildings, and 40' for three-story buildings. Building Code does not allow for any feature of the buildings to be closer than 20'. The proposed plans show building envelopes that do not meet the required separation, however, the building lines as shown do meet the required separation, in all instances except for the distance between buildings 2 and 3. The envelopes for all other buildings could be redrawn to provide the required separation without affecting the proposed building lines. Also, there appears to be adequate space on the plan to rearrange the buildings slightly such that the required separation could be provided for all buildings, including 2 and 3. Therefore, this waiver should not be granted.
25. A fence in excess of 6'-4" is treated as an accessory structure by the Building Code. As a structure, it cannot be located closer than 2' to the side or rear property line, and cannot be located in the front yard. If granted, this waiver should include a condition requiring the fence to maintain a 2' setback to the side and rear lot lines, and cannot be located in the front yard.

26. This PUD is located in an R-3 Residential district, which does not allow alcohol sales. However, through the PUD ordinance, such a use can be allowed by City Council. The special use would not automatically apply, but can be used as a guide in order to maintain a fair and equitable treatment of alcohol related sales. The Police Department has commented that portions of the commercial building are located within 100' of a residential use or district, which violates the special permit provisions. Police therefore recommends denial to the request for on- and off-sale alcohol. The Planning Department recommends conditional approval of this waiver by limiting the on-and off-sale of alcohol to those portions of commercial buildings located further than 100' from a residential use. Again, this PUD ordinance provision may be worthy of further analysis.
27. Comments are attached from the Public Works & Utilities, Building and Safety, Parks and Recreation, Police, and Lincoln-Lancaster County Health Departments.

CONDITIONS:

Site Specific:

1. After the Applicant completes the following instructions and submits the documents and plans to the Planning Department office and the plans are found to be acceptable, the application will be scheduled on the City Council's agenda:
 - 1.1 Revise sheet 1 of 8 to show:
 - 1.1.1 All waivers must be listed under the heading Waivers.
 - 1.1.2 Revise General Note 2 by removing the language "to serve the development."
 - 1.1.3 Revise General Note 12 by removing the language "except in the case of approved variances."
 - 1.1.4 Revise General Note 15 by removing the sentence "Lot numbers with a "d" suffix indicates lots that shall be developed with duplex units," as such units no longer exist on the plan.
 - 1.1.5 Revise Additional General Note 18 by removing the second and third sentences, and removing "lift station and," from the fourth sentence.

- 1.1.6 Revise Additional General Note 20 by replacing “the eastbound left turn movements is hazardous, City will work with Developer to find solutions to mitigate the hazards. If solutions do not reduce the hazard,” with “crash rate is higher than normal or signals are warranted,” and at the end of the note replace “left turn movement.” with left turn and through movements.”
- 1.1.7 Revise Additional General Note 22 by replacing “B-2” with “B-1,” adding a period after the word “district,” removing “including,” and adding to the end of this sentence “shall be permitted in those portions of Buildings 9 and 10 that are located 100' or more from a residential use.”
- 1.1.8 Revise Additional General Note 23 by replacing “B-2” with “B-1.”
- 1.1.9 Revise Additional General Note 24 by replacing “R-5” with “R-3.”
- 1.1.10 Remove Additional General Notes 27 and 28.
- 1.1.11 Revise Additional General Note 29 by removing the last sentence.
- 1.1.12 Revise Additional General Note 31 by adding the sentence “A motorized gated entry may be added if approved by the City prior to installation.
- 1.1.13 Remove Additional General Notes 32 and 33.
- 1.1.14 Revise the Proposed Dwelling Units schedule to reflect 4 duplex units, and a total of 544 units.
- 1.1.15 Add a note stating that 3-story buildings shall be setback at least 70', 2-story buildings shall be setback at least 35', and garages shall be setback at least 20' from the property line. Revise the drawing accordingly.
- 1.1.16 Add a note acknowledging access to Van Dorn Street will be by left and right turns in the near term, but when Van Dorn Street is improved, a new median will be constructed that prohibits left turn movements.
- 1.1.17 Add a note that building elevations and materials shall be in conformance with the approved elevation drawings.

1.2 Revise sheet 2A of 8 to show:

- 1.2.1 Remove Lot 22 Density Calculation table.
- 1.2.2 Revise Lot 22 Residential Parking schedule to show 2.0 stalls per unit, and revise the figures accordingly. If the waiver to include tandem stalls as required parking is not granted, this schedule must be revised accordingly.
- 1.2.3 Revise the Lots 22 and 23 Buildings Maximum Height detail to show a 35' height as limited by the R-3 Residential District. A waiver of this requirement has not been requested. Also, remove the detail labeled Maximum Building Height For All Buildings, as it is redundant with the other detail.
- 1.2.4 Indicate on each building the number of stories and units it will include.
- 1.2.5 Show easements required by Lincoln Electric System.

1.3 Revise sheet 2B of 8 to show:

- 1.3.1 Show 2' contours.
- 1.3.2 Provide information about the detention cells showing stage/storage/discharge values, outlet structure details, and more detailed grading information.
- 1.3.3 Revise the peak inflow calculations to Cell #2 to account for the outflow of Cell #1.
- 1.3.4 Revise the Basin A3 runoff calculations.
- 1.3.5 Provide 2- and 10-year storm event calculations.
- 1.3.6 Show an internal storm sewer system.
- 1.3.7 Show that all drainage that is assumed to reach the detention cells has a route to get ther via storm sewer or overland flow.
- 1.3.8 Submit written documentation evidencing that the Applicant has permission to construct cell #1 on off-site property. A verbal

agreement will not be accepted. If this is not possible, revise the plan to show all required detention located on-site.

- 1.3.9 Revise the Rockledge Road profile to conform to the standard 27' paving cross section.
- 1.3.10 Add any private stormwater systems to show which areas may or may not drain to the detention cells.
- 1.3.11 Show emergency spillways with a clear overland flow path for both detention cells.
- 1.3.12 Obtain a Section 404 permit from the Army Corps of Engineers for fill on this site, or provide documentation that such a permit is not required.
- 1.3.13 Show on-site fire hydrant locations.
- 1.4 Revise sheet 2C of 8 for the approval of the Public Works & Utilities Department to show:
 - 1.4.1 Provide calculations and documentation showing that the downstream sanitary sewer has the available capacity to serve this development.
 - 1.4.2 Show the method of sanitary sewer service to Building 10.
 - 1.4.3 Revise the water system to show only one water meter per lot. Also, show water meter locations in an above ground structure or in the mechanical room of a proposed building.
 - 1.4.4 Show a recreation plan that includes a tot lot, ½ basketball court, swing and spring toys or equivalent.
 - 1.4.5 Show a 20' setback to garages.
 - 1.4.6 Add a note that landscape screening will be provided 100% from 9' to 15' between the garages, and that the garage buildings will be screened 50% from 6' to 15'.
- 1.5 Street paving and water must be constructed in Rockledge Road prior to receiving building permits.

2. This approval permits 220 dwelling units, 33,000 sq. ft. of service commercial floor area, uses found in the B-1 Local Business District, including the on-and off-sale of alcohol located 100' from a residential use.
3. A private sanitary ejector pump is approved for the commercial buildings. The private ejector pump shall be maintained by the developer, and designed to discharge into the private sanitary sewer system located on-site.
4. Tandem parking stall are approved to be used as required parking stalls in the amount shown on the approved plan.
5. A privacy fence in excess of 6'-4" is approved. Such fence shall maintain a 2' setback to the side and rear lot lines, and cannot be located in the front yard.
6. Before receiving building permits:
 - 6.1 The permittee shall have submitted a revised and reproducible final plan including 5 copies and the plans are acceptable.
 - 6.2 The construction plans shall comply with the approved plans.
 - 6.3 Final Plats shall be approved by the City.

STANDARD CONDITIONS:

7. The following conditions are applicable to all requests:
 - 7.1 Before occupying the dwelling units all development and construction shall have been completed in compliance with the approved plans.
 - 7.2 All privately-owned improvements shall be permanently maintained by the owner or an appropriately established homeowners association approved by the City Attorney.
 - 7.3 The site plan accompanying this permit shall be the basis for all interpretations of setbacks, yards, locations of buildings, location of parking and circulation elements, and similar matters.
 - 7.4 This resolution's terms, conditions, and requirements bind and obligate the permittee, its successors and assigns.

- 7.5 The applicant shall sign and return the letter of acceptance to the City Clerk within 30 days following the approval of the special permit, provided, however, said 30-day period may be extended up to six months by administrative amendment. The clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filling fees therefor to be paid in advance by the applicant.
8. The site plan as approved with this resolution voids and supersedes all previously approved site plans.

Prepared by:

Greg Czaplewski
Planner

Date: August 8, 2003

Applicant: Slosburg Company
10040 Regency Circle
Omaha, NE 68114
402.391.7900

Owner: Herbert Brothers
Glen Herbert
8410 Navajo Trail
Lincoln, NE 68520
489.6088

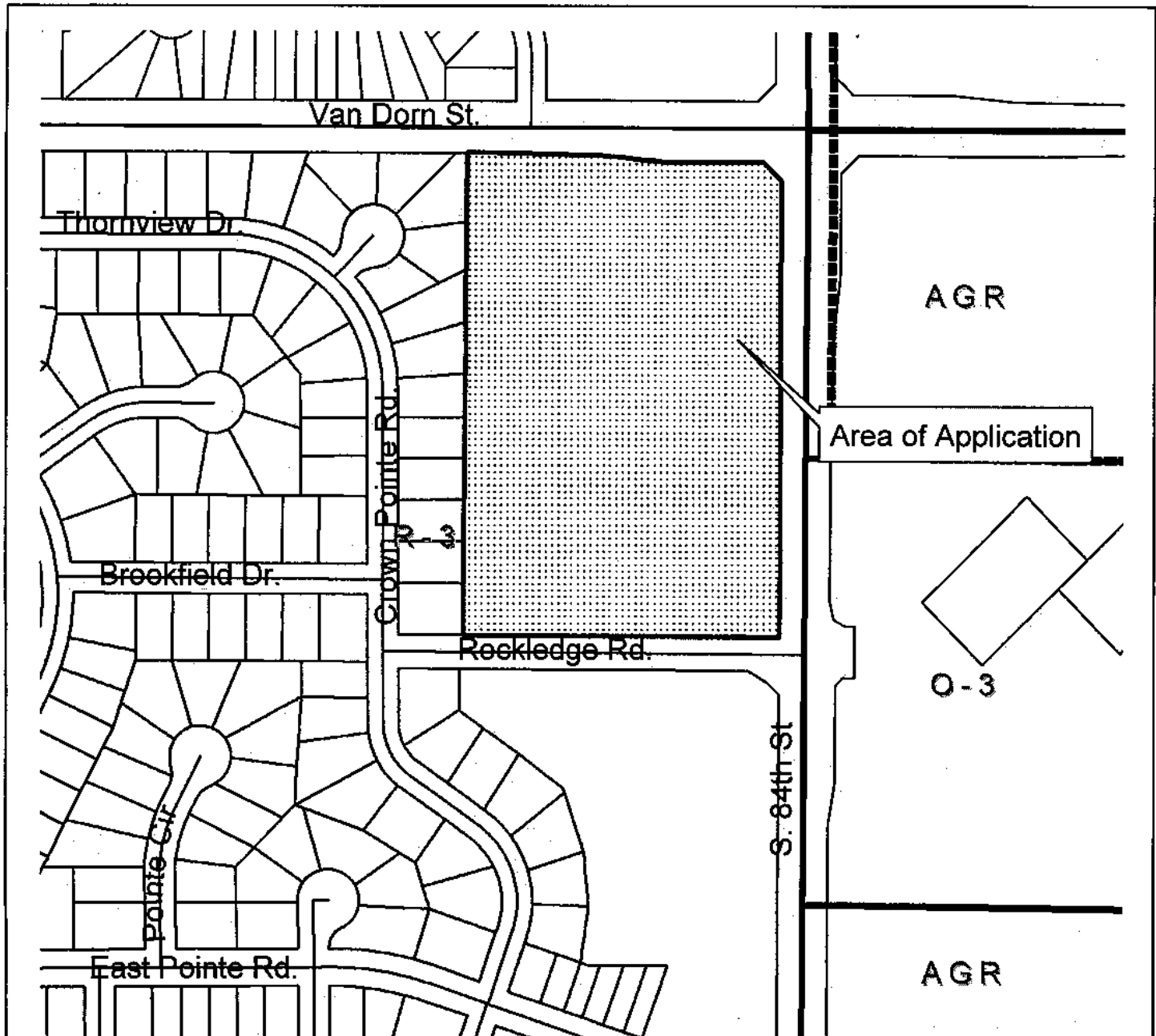
Contact: Slosburg Company
Jerry Kavan
7201 Pioneers Boulevard
Lincoln, NE 68506
484.7921



Change of Zone #2751A S. 84th & Van Dorn



Lincoln City - Lancaster County Planning Dept.
2002 aerial

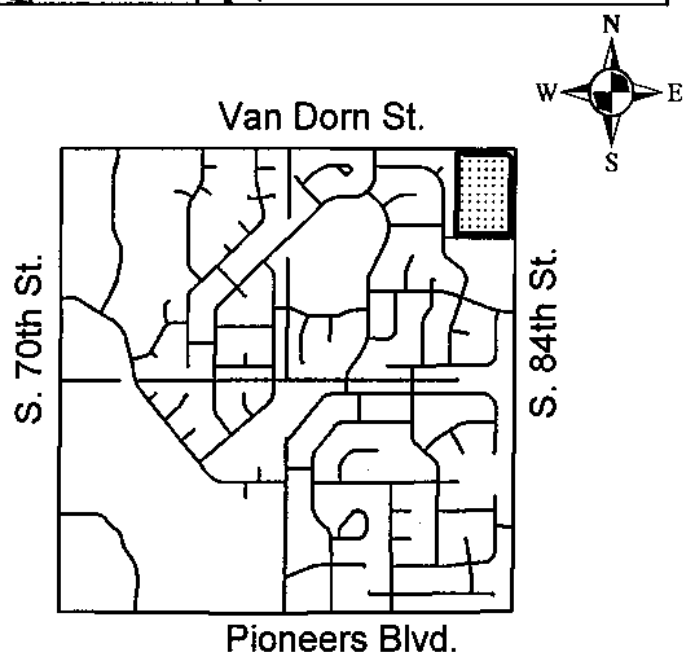
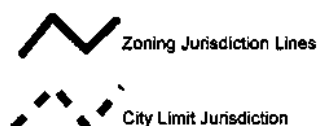


Change of Zone #2751A S. 84th & Van Dorn

Zoning:

R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential District
R-C	Residential Conservation District
O-1	Office District
O-2	Suburban Office District
O-3	Office Park District
R-T	Residential Transition District
B-1	Local Business District
B-2	Planned Neighborhood Business District
B-3	Commercial District
B-4	Lincoln Center Business District
B-5	Planned Regional Business District
H-1	Interstate Commercial District
H-2	Highway Business District
H-3	Highway Commercial District
H-4	General Commercial District
I-1	Industrial District
I-2	Industrial Park District
I-3	Employment Center District
P	Public Use District

One Square Mile
Sec. 3 T9N R7E



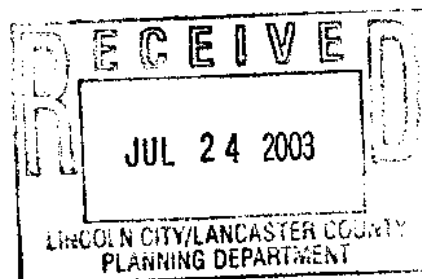
NO SCALE

**Design
Associates** of Lincoln, Inc.

Pershing Square
1609 'N' Street
Lincoln, NE 68508
Phone: (402) 474-3000 • Fax: (402) 474-4045

July 10, 2003

Marvin Krout
Lincoln/Lancaster County Planning Department
555 South 10th Street
Lincoln, Nebraska 68508



RE: Change of Zone # 2751A
Van Dorn Acres PUD
84th and Van Dorn Street

Mr. Krout:

On behalf of Slosburg Company, contract purchaser of the property located at the southwest corner of 84th and Van Dorn Street, please accept this correspondence as supplemental information to the submitted City Zoning Applications. The applications request approval of an amendment to the approved final PUD to allow construction of a mixed-use development on property legally described as Outlot "A", Block 4, Crown Pointe Estates Addition located in the Northeast Quarter of Section 3, T9N, R7E, Lincoln, Lancaster County.

The approved plan for the site includes 96 residential units, 5,000 s.f. gas station and 5,000 s.f. bank with drive-through. The site is currently undeveloped.

The development plan for this 153-acre property proposes eight multifamily buildings and two commercial buildings. The multifamily buildings are designed as two and three floor structures. A total of 220 units are proposed. The proposed residential density is consistent with the existing R-3 zoning of the site and surrounding area. Commercial uses will be consistent with the B-1 zoning district, as allowed within the limits of a Planned Unit Development. Uses may include the on and off sale of alcoholic beverages within 100' of a residential use and/or district.

The site has been designed to provide separation between the existing neighborhood and the commercial area with placement of the multifamily buildings and detached garages. The existing residences will be further buffered with installation of landscaping and privacy fence along the west limit of the site.

Access to the residential development includes private driveways on Van Dorn Street and Rockledge Road. Access to the commercial development includes driveways on 84th Street and Rockledge Road. Right turn deceleration lanes are proposed in Van Dorn and 84th Streets at each access and in 84th Street at Rockledge Road.

Site development will include construction of private utilities. Water service will be provided from the existing main in Van Dorn Street and a public main to be constructed in Rockledge Road. An

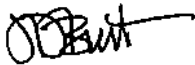
internal sanitary main will connect to existing public main located in Van Dorn Street. The private system will include a lift-station to provide sanitary sewer service to the commercial area.

This application includes several waivers to design standards. Waiver of design standards are hereby requested for the following items:

- Waiver of design standards to allow placement and operation of a private sanitary lift-station to accommodate sanitary sewer service to the commercial development area.
- Waiver of design standards of the maximum block length along the west limit of Outlot "A", Block 4 to allow elimination of the existing pedestrian connection to Crown Pointe Road.
- Waiver of parking lot design standards to allow both parking stalls located in a 'tandem' configuration to be considered for the purposes of satisfying required parking stall number calculations.
- Waiver of standards to allow a reduction of building separation from 40' to 20' within the residential development.
- Waiver of design standards to allow construction of privacy fence in a residential district in excess of 6'4".

We look forward to approval and implementation of the proposed changes to Van Dorn Acres PUD and appreciate your favorable consideration. Please advise if additional information is desired.

Sincerely,



J.D. Burt
For the firm

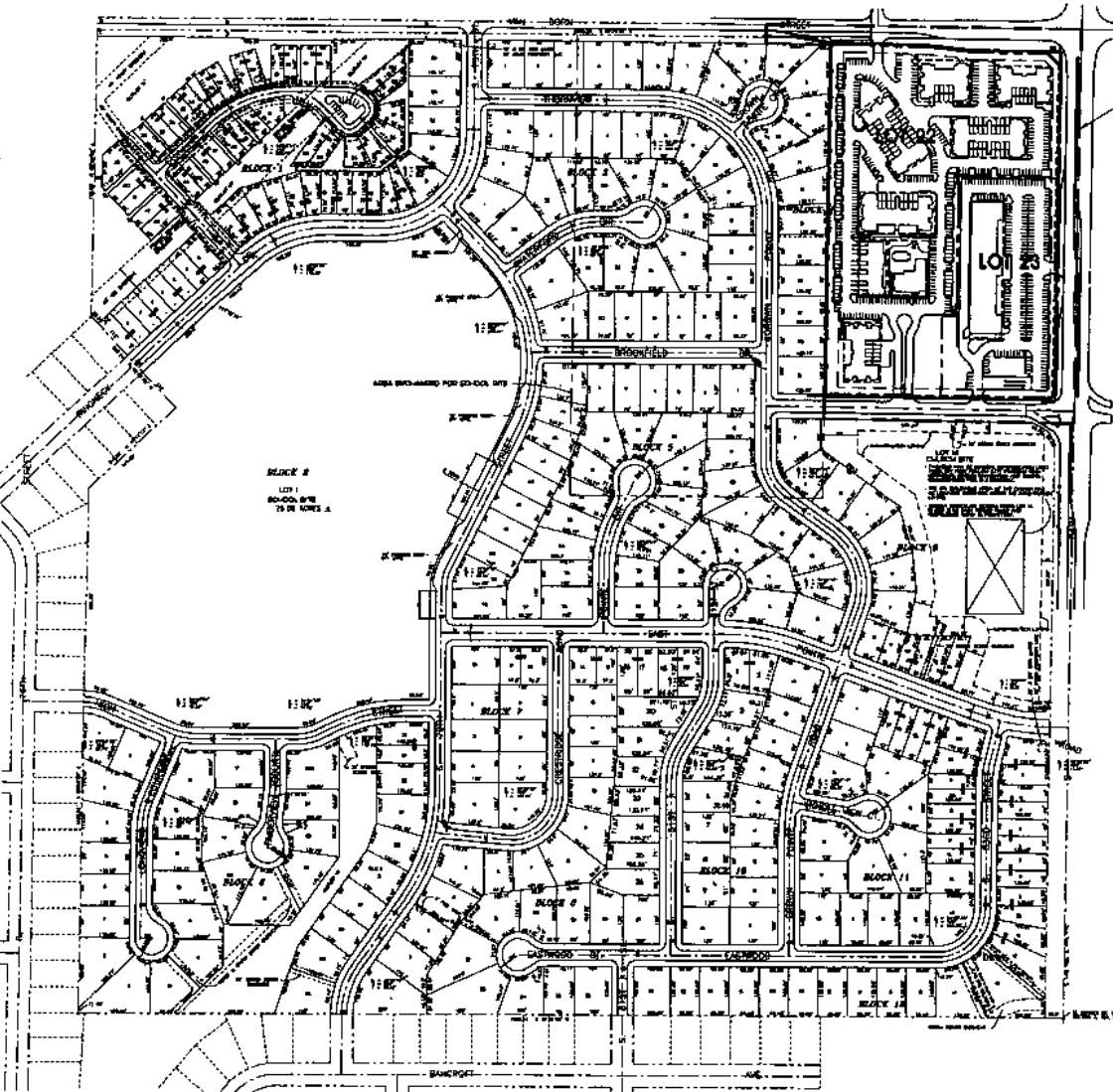
cc: Richard Slosburg
Jerry Kavan
J. Michael Rierden

COUNTY,
CITY,

DATE OF
REVISION
IT ON THE
NO. OF

ADMINISTRATIVE AMENDMENT OF THE FINAL PLANNED UNIT DEVELOPMENT VAN DORN ACRES ADDITION 84TH & VAN DORN STREETS

2. ELEVATED
3. 100 FEET WEST
4. 100 FEET WEST
5. 100 FEET WEST
6. 100 FEET WEST
7. 100 FEET WEST
8. 100 FEET WEST
9. 100 FEET WEST
10. 100 FEET WEST
11. 100 FEET WEST
12. 100 FEET WEST
13. 100 FEET WEST
14. 100 FEET WEST
15. 100 FEET WEST
16. 100 FEET WEST
17. 100 FEET WEST
18. 100 FEET WEST
19. 100 FEET WEST
20. 100 FEET WEST
21. 100 FEET WEST
22. 100 FEET WEST
23. 100 FEET WEST
24. 100 FEET WEST
25. 100 FEET WEST
26. 100 FEET WEST
27. 100 FEET WEST
28. 100 FEET WEST
29. 100 FEET WEST
30. 100 FEET WEST
31. 100 FEET WEST
32. 100 FEET WEST
33. 100 FEET WEST
34. 100 FEET WEST
35. 100 FEET WEST
36. 100 FEET WEST
37. 100 FEET WEST
38. 100 FEET WEST
39. 100 FEET WEST
40. 100 FEET WEST
41. 100 FEET WEST
42. 100 FEET WEST
43. 100 FEET WEST
44. 100 FEET WEST
45. 100 FEET WEST
46. 100 FEET WEST
47. 100 FEET WEST
48. 100 FEET WEST
49. 100 FEET WEST
50. 100 FEET WEST
51. 100 FEET WEST
52. 100 FEET WEST
53. 100 FEET WEST
54. 100 FEET WEST
55. 100 FEET WEST
56. 100 FEET WEST
57. 100 FEET WEST
58. 100 FEET WEST
59. 100 FEET WEST
60. 100 FEET WEST
61. 100 FEET WEST
62. 100 FEET WEST
63. 100 FEET WEST
64. 100 FEET WEST
65. 100 FEET WEST
66. 100 FEET WEST
67. 100 FEET WEST
68. 100 FEET WEST
69. 100 FEET WEST
70. 100 FEET WEST
71. 100 FEET WEST
72. 100 FEET WEST
73. 100 FEET WEST
74. 100 FEET WEST
75. 100 FEET WEST
76. 100 FEET WEST
77. 100 FEET WEST
78. 100 FEET WEST
79. 100 FEET WEST
80. 100 FEET WEST
81. 100 FEET WEST
82. 100 FEET WEST
83. 100 FEET WEST
84. 100 FEET WEST
85. 100 FEET WEST
86. 100 FEET WEST
87. 100 FEET WEST
88. 100 FEET WEST
89. 100 FEET WEST
90. 100 FEET WEST
91. 100 FEET WEST
92. 100 FEET WEST
93. 100 FEET WEST
94. 100 FEET WEST
95. 100 FEET WEST
96. 100 FEET WEST
97. 100 FEET WEST
98. 100 FEET WEST
99. 100 FEET WEST
100. 100 FEET WEST



LIMITS OF THIS
AMENDMENT

GEN

1. DATE
2. VTL
3. VTL
4. VTL
5. VTL
6. VTL
7. VTL
8. VTL
9. VTL
10. VTL
11. VTL
12. VTL
13. VTL
14. VTL
15. VTL
16. VTL
17. VTL
18. VTL
19. VTL
20. VTL
21. VTL
22. VTL
23. VTL
24. VTL
25. VTL
26. VTL
27. VTL
28. VTL
29. VTL
30. VTL
31. VTL
32. VTL
33. VTL
34. VTL
35. VTL
36. VTL
37. VTL
38. VTL
39. VTL
40. VTL
41. VTL
42. VTL
43. VTL
44. VTL
45. VTL
46. VTL
47. VTL
48. VTL
49. VTL
50. VTL
51. VTL
52. VTL
53. VTL
54. VTL
55. VTL
56. VTL
57. VTL
58. VTL
59. VTL
60. VTL
61. VTL
62. VTL
63. VTL
64. VTL
65. VTL
66. VTL
67. VTL
68. VTL
69. VTL
70. VTL
71. VTL
72. VTL
73. VTL
74. VTL
75. VTL
76. VTL
77. VTL
78. VTL
79. VTL
80. VTL
81. VTL
82. VTL
83. VTL
84. VTL
85. VTL
86. VTL
87. VTL
88. VTL
89. VTL
90. VTL
91. VTL
92. VTL
93. VTL
94. VTL
95. VTL
96. VTL
97. VTL
98. VTL
99. VTL
100. VTL

ADI

1. DATE
2. VTL
3. VTL
4. VTL
5. VTL
6. VTL
7. VTL
8. VTL
9. VTL
10. VTL
11. VTL
12. VTL
13. VTL
14. VTL
15. VTL
16. VTL
17. VTL
18. VTL
19. VTL
20. VTL
21. VTL
22. VTL
23. VTL
24. VTL
25. VTL
26. VTL
27. VTL
28. VTL
29. VTL
30. VTL
31. VTL
32. VTL
33. VTL
34. VTL
35. VTL
36. VTL
37. VTL
38. VTL
39. VTL
40. VTL
41. VTL
42. VTL
43. VTL
44. VTL
45. VTL
46. VTL
47. VTL
48. VTL
49. VTL
50. VTL
51. VTL
52. VTL
53. VTL
54. VTL
55. VTL
56. VTL
57. VTL
58. VTL
59. VTL
60. VTL
61. VTL
62. VTL
63. VTL
64. VTL
65. VTL
66. VTL
67. VTL
68. VTL
69. VTL
70. VTL
71. VTL
72. VTL
73. VTL
74. VTL
75. VTL
76. VTL
77. VTL
78. VTL
79. VTL
80. VTL
81. VTL
82. VTL
83. VTL
84. VTL
85. VTL
86. VTL
87. VTL
88. VTL
89. VTL
90. VTL
91. VTL
92. VTL
93. VTL
94. VTL
95. VTL
96. VTL
97. VTL
98. VTL
99. VTL
100. VTL

AREA OF PL

1. DATE
2. VTL
3. VTL
4. VTL
5. VTL
6. VTL
7. VTL
8. VTL
9. VTL
10. VTL
11. VTL
12. VTL
13. VTL
14. VTL
15. VTL
16. VTL
17. VTL
18. VTL
19. VTL
20. VTL
21. VTL
22. VTL
23. VTL
24. VTL
25. VTL
26. VTL
27. VTL
28. VTL
29. VTL
30. VTL
31. VTL
32. VTL
33. VTL
34. VTL
35. VTL
36. VTL
37. VTL
38. VTL
39. VTL
40. VTL
41. VTL
42. VTL
43. VTL
44. VTL
45. VTL
46. VTL
47. VTL
48. VTL
49. VTL
50. VTL
51. VTL
52. VTL
53. VTL
54. VTL
55. VTL
56. VTL
57. VTL
58. VTL
59. VTL
60. VTL
61. VTL
62. VTL
63. VTL
64. VTL
65. VTL
66. VTL
67. VTL
68. VTL
69. VTL
70. VTL
71. VTL
72. VTL
73. VTL
74. VTL
75. VTL
76. VTL
77. VTL
78. VTL
79. VTL
80. VTL
81. VTL
82. VTL
83. VTL
84. VTL
85. VTL
86. VTL
87. VTL
88. VTL
89. VTL
90. VTL
91. VTL
92. VTL
93. VTL
94. VTL
95. VTL
96. VTL
97. VTL
98. VTL
99. VTL
100. VTL

PROPOSED

1. DATE
2. VTL
3. VTL
4. VTL
5. VTL
6. VTL
7. VTL
8. VTL
9. VTL
10. VTL
11. VTL
12. VTL
13. VTL
14. VTL
15. VTL
16. VTL
17. VTL
18. VTL
19. VTL
20. VTL
21. VTL
22. VTL
23. VTL
24. VTL
25. VTL
26. VTL
27. VTL
28. VTL
29. VTL
30. VTL
31. VTL
32. VTL
33. VTL
34. VTL
35. VTL
36. VTL
37. VTL
38. VTL
39. VTL
40. VTL
41. VTL
42. VTL
43. VTL
44. VTL
45. VTL
46. VTL
47. VTL
48. VTL
49. VTL
50. VTL
51. VTL
52. VTL
53. VTL
54. VTL
55. VTL
56. VTL
57. VTL
58. VTL
59. VTL
60. VTL
61. VTL
62. VTL
63. VTL
64. VTL
65. VTL
66. VTL
67. VTL
68. VTL
69. VTL
70. VTL
71. VTL
72. VTL
73. VTL
74. VTL
75. VTL
76. VTL
77. VTL
78. VTL
79. VTL
80. VTL
81. VTL
82. VTL
83. VTL
84. VTL
85. VTL
86. VTL
87. VTL
88. VTL
89. VTL
90. VTL
91. VTL
92. VTL
93. VTL
94. VTL
95. VTL
96. VTL
97. VTL
98. VTL
99. VTL
100. VTL

USED FINAL PLD.

SITE PLAN

1" = 100'

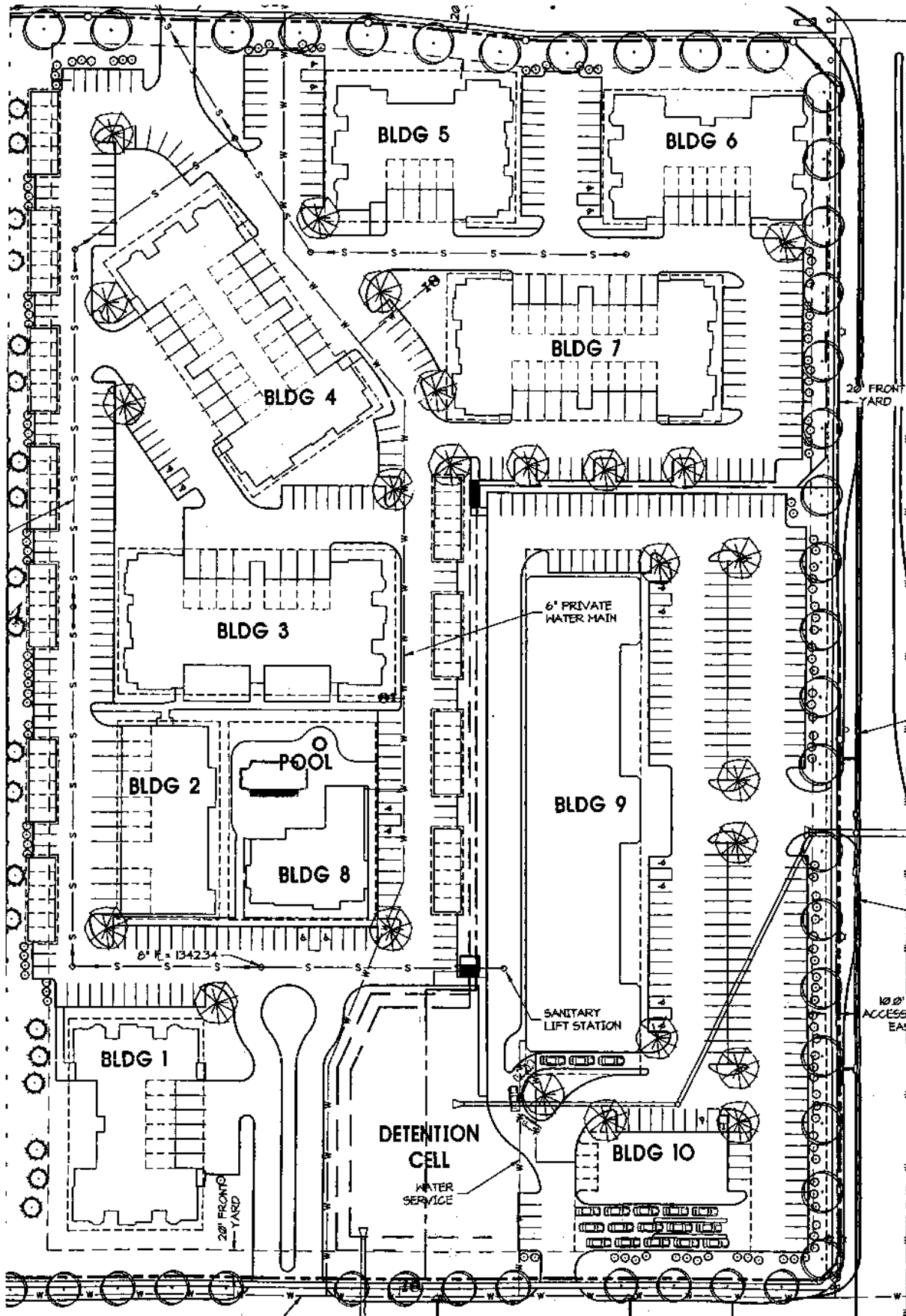


ALL DIMENSIONS ARE IN FEET OR DECIMALS OF A FOOT AND ARE CHORD DISTANCES
UNLESS OTHERWISE SPECIFIED. CURVE DATA SHOWN IS FOR STREET & ROADWAY CENTERLINES.

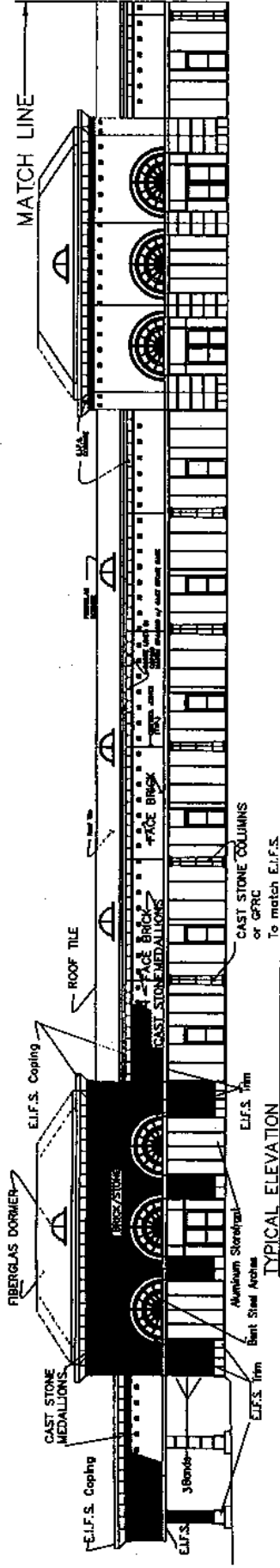
RECEIVED

AUG 6 2003

PLANNING DEPARTMENT

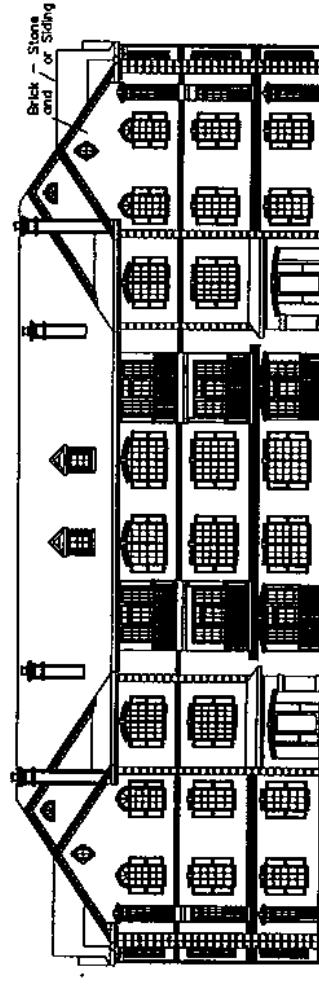


SLOSBURG ELEVATION DESIGN



- Cast Stone / G.F.R.C: Color to match the Owners Standard
 ELF.S / G.F.R.C: To match the Cast Stone / G.F.R.C
 Brick / Stone: Type, color, Mix and Size to be Approved by the Owner
 Aluminum Storefront: Hardcoat Anodized
 Roof Screening Tile: Tiles to match the Owners Standard
 Fiber Glass Dormers: To match the Owners Standard. (When Used)
 Bent Steel Arches: Paint to match the Owners Standard.

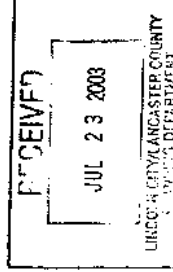
SLOSBURG COMMERCIAL DESIGN ELEVATION



SLOSBURG 3 STORY DESIGN ELEVATION



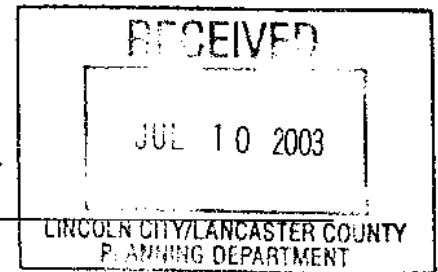
DETACHED GARAGE ELEVATION



Not to Scale

- Note:
- Owner Reserves the Right to Adjust Materials and Architectural Styles
 - These plans contain proprietary and confidential information of Slosburg Company and are to be used solely for the project and site indicated. All rights are expressly reserved under the copyright laws of the United States. Slosburg Company, any copying of these plans is strictly prohibited and may subject the offender to criminal and civil penalties. (Title 17, United States Code, Section 501 and 506)

M e m o r a n d u m



To: Greg Czaplewski, Planning Department
From: ^{CB} Chad Blahak, Public Works and Utilities
Subject: Van Dorn Acres PUD
Date: July 9, 2003
cc: Randy Hoskins
Devin Biesecker

Engineering Services has reviewed the Van Dorn Acres PUD, located on the southwest corner of Van Dorn Street and South 84th Street, and has the following comments:

- Sanitary Sewer - Calculations need to be provided showing that the Fox Hollow sanitary sewer has the excess capacity to serve this development.

Given that the sanitary system is labeled as private, the proposed ejector pump shown to serve Lot 23 is satisfactory if the design standard waiver is approved.

The method of service for Building 10 needs to be shown on the utility plan.

- Water - The private water system shown is unsatisfactory. Design standards state that only one water meter is allowed per lot. The system shown indicates the need for two meters, one off of Rockledge Road and one off of Van Dorn Street. Also, water meter locations need to be shown on the plans in and above ground structure or in the mechanical room of a proposed building.

The proposed water in Rockledge needs to be built as a condition of building permit approval.

- Grading/Drainage - The grading and drainage plan shown is unsatisfactory. The plan uses 5' interval contours which do not show adequate detail to perform a proper review. Contours at 2' intervals should be shown on the plans.

Additional information concerning the proposed detention cells needs to be provided including stage/storage/discharge values, outlet structure details and more detailed grading information.

There appears to be errors in the detention calculations shown. The peak inflow to cell #2 does not take into account the outflow for cell #1. Also, it appears that the runoff from Basin A3 is higher than what is shown on the plans. Revisions to these calculations must be made and the plans resubmitted for review. Also, calculations for the 2 year and the 10 year storm need to be provided.

July 9, 2003

There is no internal storm sewer system shown on the plans. It needs to be shown that all drainage that is assumed to reach the detention cells has a route to get there via storm sewer or overland flow.

As a condition of approval, the applicant needs to show written proof that they have permission to construct cell #1 on off-site property. Verbal agreement will not be accepted.

- Streets - The contours in Rockledge Road indicate a substandard paving cross section. The contours need to be revised to reflect the standard 27' paving cross section.

Street paving in Rockledge Road needs to be constructed as a condition of building permit approval.

- In the "ADDITIONAL GENERAL NOTES" section on sheet 1 of 8, note #20 needs to be changed. The following verbiage needs to be stricken "...the eastbound left turn movements is hazardous, City will work with developer to find solutions to mitigate the hazards. If solutions do not reduce the hazard...". In its place insert the following "...crash rate is higher than normal or signals are warranted...". Also, at the end of the note replace "...left turn movement." with "...left turn and through movements."
- General - The information shown on the preliminary plat relating to the public water main system, public sanitary sewer system, and public storm sewer system has been reviewed to determine if the sizing and general method providing service is satisfactory. Design considerations including, but not limited to, location of water main bends around curves and cul-de-sacs, connection of fire hydrants to the public main, temporary fire hydrant location, location and number of sanitary sewer manholes, location and number of storm sewer inlets, location of storm sewer manholes and junction boxes, and the method of connection storm sewer inlets to the main system are not approved with this review. These and all other design considerations can only be approved at the time construction drawings are prepared and approved.

**PUBLIC WORKS AND
UTILITIES DEPARTMENT**



MEMORANDUM

Date: July 9, 2003

To: Greg Czaplewski
cc: Ben Higgins, Chad Blahak

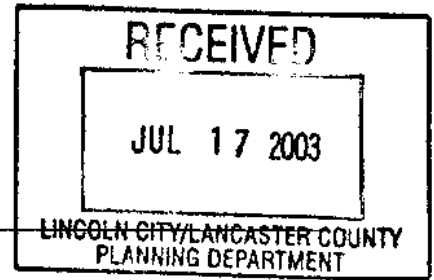
From: Devin Biesecker

Subject: *Van Dorn Acres Addition*

Below are Watershed Management's comments on Van Dorn Acres PUD. Comments are based on a four sheet plan set stamped June 26, 2003 by the Planning Department.

1. Drainage patterns and details of the detention cells can not be evaluated given the 5 ft contours shown on the grading plan. 2 ft contours are available for this area and should be included for an adequate review of these details.
2. Any private stormwater systems should be shown on the plan to show which areas may or may not drain to the detention cells.
3. Emergency spillways along with a clear overland flow path should be designed and shown for both detention areas. Detention cells may overtop if the outlet becomes clogged with debris, an emergency spillway and an overland flow path would reduce the possibility of damage to downstream property if this were to occur.
4. A 404 permit from the U.S. Army Corps of Engineers may be required for filling in the small tributaries that drain across the proposed development. If permits are required, approval of the permits must be obtained from the U.S. Army Corps of Engineers before the grading of these areas has begun.

M e m o r a n d u m



To: Greg Czaplewski, Planning Department
From: ^{LB}Chad Blahak, Public Works and Utilities
Subject: Van Dorn Acres PUD
Date: July 16, 2003
cc: Randy Hoskins

Engineering Services has reviewed the requested waivers for Van Dorn Acres PUD and has the following comments:

- See memo dated July 9, 2003 for comments on the requested waiver for a sanitary ejector pump.
- According to records, the sidewalk between Lots 16 & 17, Block 4 in Crown Pointe is constructed. There does not appear to be sufficient justification to eliminate a pedestrian connection to the existing sidewalk. The pathway would serve as a valuable route for the existing residential development to access the proposed commercial area.
- The requested waiver for allowing tandem parking to count toward the project parking requirements is satisfactory to Public Works.
- Pubic Works has no comment on the requested waiver for building separation reduction.
- Public Works has no comment on the requested waiver for privacy fence exceeding 6'4" in a residential district.

IMPORTANT

All reviews are required for all Building Permits and all Additions.

Return this report with two sets of corrected plans. The corrections noted below are required to be made to the plans prior to issuance of a permit. Please indicate under each item where the correction is made by plan sheet number or plan detail number.

A separate set of plans for review and final approval must be submitted by the licensed installing contractor/s if fire suppression systems, sprinklers, dry powder, fire alarm systems or underground tanks are installed.

Review Comments

Permit # DRF03069

Address #Error

Job Description: Development Review - Fire

Location: VAN DORN ACRES

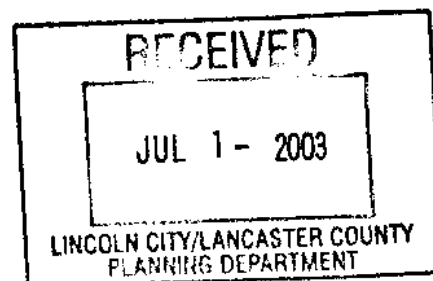
Special Permit:

Preliminary Plat:

Use Permit:

CUP/PUD: Y 2751A

Requested By GREG CZAPLEWSKI



Status of Review: Denied

06/30/2003 9:32:02 AM

Reviewer: FIRE PREVENTION/LIFE SAFETY CODE

BOB FIEDLER

Comments: need on site fire hydrants

Current Codes in Use Relating to Construction Development in the City of Lincoln:

2000	International Building Code and Local Amendments
2000	International Residential Code and Local Amendments
1994	Nebraska Accessibility Guidelines (Patterned after and similar to ADA guidelines)
1989	Fair Housing Act As Amended Effective March 12, 1989
1979	Zoning Ordinance of the City of Lincoln as Amended including 1994 Parking Lot Lighting Standards
1992	Lincoln Plumbing Code (The Lincoln Plumbing Code contains basically the 1990 National Standard Plumbing Code and local community Amendments.)
1999	National Electrical Code and Local Amendments
1997	Uniform Mechanical Code and Local Amendments
1994	Lincoln Gas Code
1994	NFPA 101 Life Safety Code
2000	Uniform Fire Code and Local Amendments
	Applicable NFPA National Fire Code Standards



Terry A Kathe

To: Gregory S Czaplewski/Notes@Notes

cc:

08/08/2003 12:47 PM

Subject: Van Dorn Acres - PUD

Greg -

After reviewing the above mentioned project, this department has the following comments;

- 1. Building code does not allow for any feature of the buildings to be closer than 20 feet(decks, etc)**
- 2. The fence if over 6-4 would be required to be setback 2 foot from the property line and cannot be located in the front yard.**

Memo



To: Greg Czaplewski, Planning Department

From: Mark Canney, Parks & Recreation

Date: July 1, 2003

Re: Van Dorn Acres Addition

Staff members of the Lincoln Parks and Recreation Department have conducted a plan review of the above-referenced application/proposal and have the following comments:

1. The development is exempt from impact fees based on the neighborhood park and trail impact fee benefit area map.
2. An outdoor recreation plan needs to be submitted for review that include location of a tot lot, ½ court basketball court, swing and spring toys or equivalent.

If you have any additional questions, comments or concerns, please feel free to contact me at 441-8248. Thank you.



MICHAEL WOOLMAN
<lpd737@CJIS.CI.LIN
COLN.NE.US>

To: Greg Czaplewski <Gczaplewski@ci.lincoln.ne.us>
cc:
Subject: Van Dorn Acres

07/24/2003 01:30 PM

Mr. Czaplewski,

I have reviewed the Planned Unit Development of Van Dorn Acres. I was informed that the developers wish to sell alcohol, on or off sale, out of Building # 9. The PUD shows Building # 9 within 100 feet of a residential district.

The Lincoln Police Department will recommend denial based on the criteria that he proposed location will be within 100 feet of a residential district / residential use.

**LINCOLN-LANCASTER COUNTY HEALTH DEPARTMENT
INTER-OFFICE COMMUNICATION**

TO: Greg Czaplewski

DATE: July 2, 2003

DEPARTMENT: Planning

FROM: Chris Schroeder

ATTENTION:

DEPARTMENT: Health

CARBONS TO: Bruce Dart, Director
EH File
EH Administration

SUBJECT: Van Dorn Acres
CZ #3415, PUD #2751A

The Lincoln-Lancaster County Health Department (LLCHD) has reviewed the proposed Van Dorn Acres with the following items noted:

- Water and sanitary sewer to be provided by the City of Lincoln.
- All wind and water erosion must be controlled during construction. The Lower Platte South Natural Resources District should be contacted for guidance in this matter.
- During the construction process, the land owner(s) will be responsible for controlling off-site dust emissions in accordance with Lincoln-Lancaster County Air Pollution Regulations and Standards Article 2 Section 32. Dust control measures shall include, but not limited to application of water to roads, driveways, parking lots on site, site frontage and any adjacent business or residential frontage. Planting and maintenance of ground cover will also be incorporated as necessary.
- The proposed development is located within the Firethorn Wellhead Protection Area. Best management practices (BMP) should be utilized to decrease the risk of groundwater contamination. For example, being conscientious regarding the use of lawn chemicals/fertilizers and ensuring the proper the storage of chemicals and/or fuels.